"Carpathia 196 miles east of Ambrose

light 11 P. M. Tuesday. All well." Commander Decker of the Chester, Cunarder yesterday afternoon, transmitted to Washington this report:

"Carpathia states list of first and second class passengers and crew sent to shore. Chester will relay list third class passen-

gers when convenient to Carpathia " The Chester had been ordered to obtain from the Carpathia details of the wreck as well as a list of the survivors, but according to the news from Washington information as to the circumstances of Mrs. E. H. Harriman, Mrs. Sidney Dillon the collision was withheld. The only Ripley and many others of social promifurther word from the cruiser that reached | nence. the Navy Department in the afternoon was dated Tuesday and said:

York about eighty-three hours from yesterday [Monday] noon."

Still another message received by the the line: Cunard Line, received with intense eagerness but disappointing in its vagueness, steamship Franconia. At 1:10 P. M. Mr. all those who mourn the loss of relatives follows:

"The steamship Franconia established communication with the Carpathia at 6:10 o'clock, New York time, Wednesday morning. At that hour the Carpathia was making thirteen knots. The Carpathia has 705 survivors of the Titanic on board. The Franconia relaying personal messages from the survivors to Sable Island.

The White Star officials could not un derstand the 705, unless it referred to passengers only. Neither could they understand a despatch from the Marconi staion at Camperdown, relayed also from the Franconia and saving: We are now in communication with

the Carpathia via steamship Franconia and able to announce officially that Titanic struck enormous iceberg and sank. Over 2,000 lost. Seven hundred survivors, women, on Carpathia.
"MARCONI STATION."

There could not have been 2,700 persons

Wireless Work Hampered.

Boston heard through the wireless operator at the Navy Yard there that the Chester had tried all day yesterday to get information from the Cunarder, but that the cruiser's appeal for information was ignored except for a warning given by for the cruiser to "keep out." Steamship officials here could not understand that attitude on the part of the Cunarder's captain, especially since J. Bruce Ismay, the managing director of the White Star Line, is among the survivors on the Carpathia. P. A. S. Franklin, in charge of the White Star office here, said that he had no more information than was contained in the fragmentary wireless mes-

The air was crowded with shadowy Fumors cut of which little satisfaction could be gleaned. There was a story that the Leyland liner Californian, which is due in Boston this morning, had been cruising about the scene of the disaster and had recovered a number of bodies. This report was uncon-firmed by the agents of the line, who said that they had had only fragmenmessages from the Californian and that these messages were not con clusive in anything. It was not considered likely here, however, that Levland steamship had found any of the drowned, since the Virginian and the Parisian of the Allan Line, both of which preceded the Californian to the icy waste where the Titanic met her fate, found nothing but a sea strewn with wreckage and reported that no bodies had been seen

A faint hope persisted that a few of the Titanic's people might have been picked up by fishing boats at work south of the Grand Banks, but the probability of that is so slight as to be almost negligible. The hope was based on the statement of Capt. Wood of the Leyland Line freighter Etonian, who said that as he came along the track which was followed by the Titanic he observed a number of fishing vessels in the vicinity of the spot where the Titanic went down. There was just the possibility, Capt. Wood thought, that some of the passengers affoat in lifebelts had been saved by these fishing vessels. But the Etonian was unable to communicate with any of them.

Questions None Could Answer.

None save Capt. Haddock of the Olym pic, his wireless operator, the officers of the Carpathia and the White Star Line knows whether the Carpathia told the Olympic the full story of the collision and what happened in the dreadful hours while the women and children who were saved along with a few of the men waited. chilled and exhausted, near the spot where the Titanic had plunged to her grave.

The maddening uncertainty of the whole business, the inability to know for certain how many were saved as well as to find out if the list supplied by the Carpathia was accurate and complete, and to learn if other ships had picked up survivors, lasted all day. The White Star officials could not answer the multitude of questions poured on them by the hundreds who besieged their offices at 9 Broadway yesterday seeking for scraps of news as to their loved ones. All that Mr. Franklin and his associates could say was that they had heard nothing new since morning and that there was little on which to base the hope that the extent of the disaster would be decreased when details are known.

The curious story that floated down from the north that the British steamship Bruce on her way to Cape Breton had patched together from many intercepted vireless messages an account of what happened when the Titanic collided with an iceberg was not generally accepted here for the reason that steamship officials could not understand the Bruce's ability to get the story when no details were obtainable here. As the Bruce had it the Titanic struck with such force that she practically crumpled up, rearing high and tearing her bottom open on jagged ice. Flooding of all compartments save those in the midsection was simultaneous according to this story. Boats were lowered at once and with little confusion and the women and children, with a few men, were lowered over the side. To the others, this story has it death came in the darkness, for the shock of collision had dismantled the electrical machinery.

City in Mourning.

The city's flags are at half mast for the lost. The President has received messages of condolence from King George and from King Albert of Belgium and replied to

Lacking the news that was so earnestly sought, the civilized world turned yester day to the consideration of measures of relief for the survivors. Very many of these, of course, are well to do or more then well to do, but it is certain that there

by Capt. Rostrom of the Carpathia, allere hundreds of the rescued who will require assistance when they reach here. have both opened relief funds. Many

well known women are cooperating to commander received of the Classes with the raise a fund for the relief of the survivors. Committee was organized yesterday at the home of Mrs. Abram S. Hewitt, 9 Lexington avenue. Mrs. Hewitt is the honorary president of the organization and Mrs. Nelson H. Henry, the wife of the Surveyor of the Port, will direct the work. She will be assisted by Mrs Charles B. Alexander, Mrs. Henry F. Dimock, Mrs. James Herman Aldrich,

e Navy Department in the afternoon as dated Tuesday and said:

"Carpathia expected to arrive at New Line, among them an expression of sympathy from the Emperor of Germany who telegraphed to the London office of

"Deeply grieved by the sad news of the terrible disaster which has befallen came from Winfield Thompson, a Boston your line. I send you the expression

orto-morrow morning her sad company will find that everything that sympathy and forethought could suggest will have been done to facilitate their landing and was 489 miles east of Ambrose light, and progress toward their homes. Nobody will be allowed to board the Cunarder until she makes her pier, and everything possible will be done to protect the survivors from intrusion and to ease as much as possible their unhappy condition. None but those bearing special passes will be admitted in the White Star pier Special police arrangements have been made to handle the enormous crowd which is expected at the dock. Ambulances will be ready there in case any of the Titanic's passengers need assistance. Washington, via Cape Race, since the Most of the first cabin passengers who that night. survived will have relatives or friends waiting for them with private convey-

CROWDS GATHER IN LONDON. Await Disaster News-Several Men Tell of Lucky Escapes.

Special Cable Despatch to THE SUN LONDON, April 17. -Crowds continued had relatives on the Titanic remained at in latitude 41° 16'. the Carpathia's wireless to the Chester's the offices all day and were prepared to Capt Knapp expressed the opinion that inquire after friends.

ided with the Hawke but cancelled it. eastern, or southern, track. He booked passage on the Titanic, but at able to sail.

ican champion, for a stake of \$5,000.

States, was on the Titanic is not true. Mr. Carter is in London.

von Drachstedt.

J. C. Middleton, vice-president of the that city. saw the Titanic capsized in midocean.

DR. HOLDEN DIDN'T SAIL.

London Clergyman, Reported Missing, Wasn't on the Titable.

The Rev. Dr. J. Stuart Holden, rector supposed to have been lost with the Titanic, was not on the ship. He cancelled his passage a few days before she sailed because his wife was ill.

Will R. Moody, head of the Moody chools in Massachusetts, got two cablegrams from Dr. Holden, the first saving grams from Dr. Holden, the first saving he would have to cancel his engagements in this country for the reason that Mrs. Holden was about to be operated upon, the second saving that the operation had proved to be a light one and that Dr. Holden would sail on a later ship.

Holden would sall on a later snip.

Pr. Holden was to speak at meetings of the Men and Religion Forward Movement in this city and at Princeton, East Northfield and other places.

FRENCH SCULPTOR SAVED?

Paul Chevret Reported Survivor-French Lifeboat Regulations.

Special Cable Despatch to THE BUN.
PARIS, April 17.—Paul Chevret, who if eported as among the saved from the Titanio, is the Parisian sculptor and author of the Champlain monument at Quebec. He is on his way to Canada to look after

professional interests.
Government officials say it is impossible for any French transatiantic liners to sail without sufficient boat accommodations for everybody in case of emer-gency. Inspection is made constantly and there are no possibilities of evading the regulations.

Botsford a Wrestling Champion. ITHACA, N. Y., April 17 .- W Hull Botsord of Elmira, one of those unaccounted for in theflitanic disaster, was a prominent figure in the intercollegiate wrestling world four years ago. He was a member of the Cornell wrestling team and held an intercollegiate championship. Bots-ford was graduated from Cornell in 1907 Correct Driss for Min

THE STORE UNUSUAL

BENNIN

WAS NEAR ICEBERGS

Transmitted the Information Herself to the Navy Department.

WARNED BY THE AMERIKA

Hydrographic Office Gives Information Daily of the Dangers of the Ocean.

WASHINGTON, April 17 .- All the facts bout the steamship Titanic having been warned last Sunday, just preceding the disaster, that she was approaching a field icehergs were given out here to-day a statement by the Navy Department The Titanic herself transmitted the information in regard to the icebergs to

The Department announced that on April 15 a message was received from the German steamer Amerika, eastbound, relayed via the Titanic and Cape Race, N. F., saying that icebergs had been sighted almost directly in the path of the ill fated White Star liner. This message was as follows:

*Amerika has passed two large icebergs in 41° 27' N., 50° 8' W., on the 14th of April" It is pointed out that the Titanic, having picked this message up from the Amerika on April 14, indicated that she was not far from the scene of the disaster at the time she forwarded the message on to Washington, via Cape Race, since the

The track of the westbound vessels is rack at this point, according to information provided by Capt. John J. Knapp. chief of the Hydrographic Office, who received the message. In a chart of the ice field and the scene of the wreck, which Capt. Knapp prepared to-day for the information of the Secretary of the Navy and the President, it is estimated that the o gather at the White Star offices to-day Titanic must have changed her course to and the police had to be called on to pre- the southward after receiving this warnrent the congestion of traffic. Most of ing, since the latitude of her twick was those present were idlers, but some who 41° 46' and she was reported as having sunk

stayall night, as some thirty or forty had although the ship's course was changed done on the previous night. The visitors to the southward by thirty to forty miles. included Mrs. Hugh Almeric Paget, the feebergs in the meantime had travelled formerly Pauline Whitney, who came to a like distance southward, and accordingly the ship must have struck at latitude Noah MacDowell thinks he is the 41° 18' instead of at 41° 4.', as reported in the uckiest man in the world. He had booked despatches. The Titanic is presumed to passage on the Olympic when she col- have sunk but a few miles north of the

The Navy Department, in a statement he last moment found he would not be issued to-night, by inference charges the authorities responsible for the navigation Among the Titanic's passengers was of the Titanic with indifference to reli-Charles Williams, the professional racquet able information which had been placed champion of the world, who was on his way in their hands from day to day for a period to New York to play Standing, the Amer- of several weeks announcing the presence of a monster field of ice in the track of The report that J. Ridgley Carter, the the transatlantic steamers on the southformer American Minister to the Balkan ern course. This information has been mailed out daily to all shipping interests including the White Star Company, and The "A Drechensted" who is reported the bulletins have been displayed daily among the saved is supposed to be Baron in the New York maritime office and also in the branch hydrographic office in

Akron and Canton Railroad, who booked These daily reports announced the on the Titanic on March 23, told a story southern drift of the iceberg from latitude to-day of how in a dream on April 3 he 44 N., on March 28, to the forty-second w the Titanic capsized in midocean.
"The following night," said Mr. MiddleWashington authorities point out that to minutes on April 13.

The German steamer Chelsea, in report The following night. Said Mr. Andrewards on receiving cable advices from America that business did not require that I should cross imade in the following night. Said Mr. Mich was being entered by the icebergs and warm-ingstance on the Carpathia to send their vessels over the main track, in she passed a large ice field a few hundred to send their vessels over the main track, in she passed a large ice field a few hundred to send their vessels over the main track, in she passed a large ice field a few hundred to send their vessels over the main track, in she passed a large ice field a few hundred to send their vessels over the main track, in she passed a large ice field a few hundred to send their vessels over the main track, in she passed to "Mr. H.G., — 200 Clarendon as communication with the ill fated advenue, New York, "reads:

"Safe on board.

"Miss M. Lines of 158 Archer avenue, similar resolutions. The collections for left eastern and western terminal points later than the original warning and continued on this course.

This information was laid before the President to-day. In all official circles where it became generally known expresof St. Paul's Church, London, who was sions were made of the necessity, as field tee on April 11 at latitude 41 degrees supposed to have been lost with the Tidemonstrated by the Titanic disaster. 56 minutes, longitude 50 degrees 20 minutes of obtaining legislation compelling steam, 150me of the bergs were one-fourth to one ship companies to abide by the official warning. The Hydrographic Office of the Navy Department is maintained at a the Navy Department is maintained at a considerable expense to provide just this sort of information to the maritime world. From time to time, it develors, shipping companies have been notified of derelicis and other obstructions in the paths of vessels and these warnings have

lowing paragraph from the Navy Department's statement:

A trained seaman can and does estimate the probable speed and direction of the degrees 39 minutes. drift of any dangerous obstruction, so that if he had knowledge of the existence of at a given date he reckons its future osition for an interval of a few days.

As the Titgnic's position is reported to have been lattitude 41 degrees 16 min-

ALFRED BENJAMIN & Co's Tailor-made Clothes

Even your choice of a collar we do not consider unim-

portant; our haberdashery salesmen are instructed to

allow customers to try on as many styles as necessary

The best suit obtainable at any stated price between \$18 &\$45.

George G. Benjamin St.

to secure just the right shape and size.

As the Titanic's position have been fattitude 41 degrees 16 minutes, longitude 50 degrees 14 minutes at the time of her disaster, it is thus seen that the message which she transmitted for the Amerika doubtless relates to the very ice on which she was wrecked.

The department's statement follows:

For more than a quarter of a century the hydrographic office of the bureau of navigation, Navy Department, has been publishing hydrographically from month to month a series of charts known as the pilot chart of the north Atlantic Ocean, describing the physical conditions of the ocean and the atmosphere for the current month, as well as the location of dangers to navigation as reported by incoming ships. A summary of these dangers and a more detailed description than the space on the pilot chart would permit was in on the pilot chart would permit was in a more detailed description than the space on the pilot chart would permit was in feld ice north and south of latitude 42 degrees 40 minutes. In pilot chart would permit was in filling of the pilot chart would permit was in feld ice north and south of latitude 42 degrees 40 minutes. In pilot chart would permit was in filling of the pilot chart would permit was in filling of the pilot chart would permit was in filling of the pilot chart would permit was in filling of the pilot chart would permit was in filling of the pilot chart would permit was in filling of the pilot chart would permit was in filling of the seen. The flerm as for the degrees 40 minutes and its such weather the filling of the pilot chart would permit was in filling of the pilot chart would permit was in filling of the pilot chart would permit was in filling of the pilot chart would permit was in filling of the pilot chart would permit was in filling of the pilot chart of the north at a more detailed description than the space of the pilot chart of the pi among the shipmasters and shipping peopl

at the principal seaports. atlantic trade cooperate in this work by handing in their information on arrival in port to the branch hydrographic offices.

handing in their information on arrival in port to the branch hydrographic offices. In recent years the collection of marine data has been immensely accelerated by the use of radiotelegraphy, and the Hydrographic Office is thereby enabled to publish in a so-called daily memorandum whatever important reports of dangers have been received. This sheet is prepared every afternoon and mailed to the branch hydrographic offices and there given publicity to all concerned. By this means Boston, New York, Philadelphia, Baltimore, Norfolk, &c., are daily put inposession of the accumulated reports of dangerous derelicts and icebergs, which have been edited by experts in this line of work.

Thus in the case of the recent loss of the Titanic the shipping companies and shipmasters had been put in possession of the experience and judgment of a trained staff in the hydrographic office as summarized in a pamphlet printed in April, took, entitled North Atlantic Movements," giving a study of the entire question with diagrams to show the usual limits of ice for a period of ten years. More specifically the shipping had been in comparatively close touch

ten years. More specifically the shipping community had been provided from month to month with the pilot chart showing the nditions of ice up to the time of printing and with the weekly Hydrographic Bulletin giving all pertinent details in regard to ice and dereligts and also the daily memoran-dum summarizing the collected reports/of each day.

In New York the officer in charge of the

branch hydrographic office has on exhibition on the floor of the Maritime Exchange, as weel as in his own office, a large chart of the north Atlantic Ocean in which is shown the location of the derelicts, ice and other reported dangers. These charts he keeps posted to date. He also informs at once tion. The officers of said companies and masters of their vessels, particularly those of outgoing vessels, have always been urged to call at the branch hydrographic office to obtain the latest information. Steamship about forty miles north of the eastbound companies have also always been urged keep their ships affoat constantly formed of these dangers by means of wireless telegraphy.

Similar action to that above outlined has been taken by the officers in charge of the branch hydrographic offices at the other ports mentioned above.

of any dangerous obstruction, so that if he Galliornian and the Carpathia, said Capt. has knowledge of the existence of an iceberg or a derelict in a certain location at a given date be reckons its future position

for a interval of a few days.

The April pilot chart which was issued March 28 showed that in March ice had come as far south as battude 44 north. The daily memorandum prior to the 13th instant showed that the trend of ice was to the southward, icebergs being sighted below the forty-third parallel on April 7, s, 9 and 11, on the 9th and 11th it had reached the forty-second parallel, and on the 11th some of it was seen south of latitude to degrees. The daily memorandum of April 15 contains a message from the steamship America via steamship Titanic and Cape Race, N. F., April 14, 1912, to the hydro-graphic office, Washington, D. C.:

As the Titanic's position is reported to he time of her disaster it is thus seen that the message which she transmitted for the be impossible to see it. Amerika doubtless relates to the very ice. Capt. Hains was asked. ipon which she was wrecked.

The Hydrographic Office of the Navy Department has reports showing in detail the vast extent of the ice field in the steamship lane. The daily memorandum of the Hydrographic Office for April 15 contained the following information contained the following information contract with the Marconi company and said that it was impossible for him to say any.

I have neard tell st stein a thing, regard from his sister, Miss Gertrude Myles, at Cambridge, Mass, which says: "Papa sailed on the Titanic. Safe on the Carburde on the From Wireless Operator Sutherland to the Following information contract with the Marconi company and said that it was impossible for him to say any.

The German steamer Pisa

The following ice reports were announced in the daily memorandum for

The British steamship Carolina passed Some of the bergs were one-fourth to one half mile long and 400 feet above water The British steamer Victoria reported sighting a noe of pack and field ice extending north as far as could be seen on April s from latitude 42 degrees 20 minutes, longi-

tude 50 degrees 29 minutes. The ship barely cleared the west end of the floe. The British ship Lord Cromer reported been ignored.

That Capt. Smith of the Titanic should that on March 19 she saw heavy pack fee with large bergs, latitude 47 degrees 33 minutes, longitude 45 degrees; on March from the Amerika is indicated by the following the minutes, longitude 48 degrees; on March 31 eight large icebergs at latitude 45 degrees

17 minutes, longitude 47 degrees 58 minutes April 1, heavy pack ice and icebergs, latitude 43 degrees 20 minutes, longitude 50

drift of any dangerous obstruction, so that if he had knowledge of the existence of an iceberg or a derelict in a certain locality at a given date he reckons its future osition for an interval of a few days.

As the Titgnic's position is reported to have been lattitude 41 degrees 16 minutes been lattitude 41 degrees 16 minutes, longitude 50 degrees 14 minutes at the time of her disaster, it is thus seen that the message which she transmitted several growlers."

Nearly a score of reports of icebergs in this vicinity were received at the Hydrographic Office to-day. The British ship is titude 42.3, longitude 50.20, to latitude 42, longitude 49, she skirred a field of ice for about thirty-seven miles, it extending as far as could be seen. The field was dotted with numerous bergs, "and also saveral growlers."

field ice north and south of latitude 42 degrees, longitude 49 degrees 40 minutes on April 12.

A French steamer made her way for four hours through an ice field with numerous bergs with much difficulty April 14 in latitude 44 degrees 59 minutes, longitude 49 degrees 41 minutes.

A British steamer ran into a big ice and a field on April 7 in latitude 42 degrees 55

in return for their news of the state point of contact between the contact at Washington and the marine was bing a chain of branch hydrograph offices at the principal account.

had been in comparatively close touch with the ill fated Titanic on Sunday and also had been in communication with the steamers that had gone to her assistance after the accident, it was thought that some information as to how the disaster occurred would be forthcoming upon the arrival of the Parisian at Halifax. whither she was bound.

After a day of suspense the newspaper men who were awaiting the arrival of the Parisian were informed, shortly after 7 o'clock, that the Allan liner was entering the harbor.

As the quarantine steamer swung away by telephone the various steamship com-panies of all reported dangers to naviga-paper men swarmed up over her side and at once sought out Capt. Hains and but little information was forthcoming. Capt. Hains, who was on the bridge, refused to make any statement. He informed THE SUN correspondent that he was aware of the disaster to the Titanic. but declined to discuss the matter in detail any further than to state that he had no official information of what had occurred.

The ships nearest to the disaster-and he probable speed and direction of drift they were very much closer-were the Hains. "There were icebergs in hundreds, and when we met the Carpathia some time before, we told them of the course we had come and they did the same thing for us, so that both gained.'

Many cross messages were obtained afterward bearing on the disaster, but none of these were mentioned by the Parisian's master, for he said it would be a violation of the rules.

"They would add nothing, however, to what you have in the newspapers that you give me," added the captain, who declined to make any comment on the loss of the Titanic other than to say the liner could not have struck head on but sideways, inflicting much more terri-"Amerika has passed two large icebergs ble damage than the mere smashing of the forward bulkheads. "Would it be possible that the iceberg

would lie so low in the water that it would be impossible to see it on a clear night?

"I never heard tell of such a thing, "re- gram from his sister, Miss Gertrude Myles.

that it was impossible for him to say anything of what passed between the Parisian the Carpathia to Cape Sable, to be relayed 44 N., on March 28, to the forty-second parallel on the 9th and 11th of April. The Washington, authorities, point of the Washington, authorities, point of the Steamers of Considerable size in latitude and any of the steamers that had been in to Halifax, reads:

*Lewis Peak, 16 That the Parisian had been in com-

P. M., New York time, the last communication between the Parisian and the Titanic was about an hour before she struck.

At the time communication was held about thirty large licebergs and extensive between the two steamers the Parisian was in approximately latitude 40 and longitude 53 W. or about 150 miles to southwest of the Thanic. The Parisian than had been searching for the Dutch tank steamer Deutschland which was reported drifting around in a disabled condition

The Parisian had gone far to the south-ward, out of her course, in hopes of pick-ing up the Deutschland. Immediately ing up the Deutschland. Immediately after being in communication with the Titanic, the nature of which me Firanc, the nature of which message Sutherland refused to divulge, the oper-ator was called to the bridge for a con-ference with Capi. Hains regarding the search for the Deutschland.

Sutherland said he was then ordered to turn in by Capt. Hains and to be on duty again at 4 o clock on Monday mornduty again at 4 o'clock on Monday morning. This he did and as a result was asleep when the Titanic flashed her call for assistance. The wireless apparatus of the Parisian at that time was silent and Mr. Sutherland said he knew nothing of the disaster until late Monday morning.

of the disaster until late Monday morning. Being forced along at top speed, in her efforts to catch up with the Deutsch-land, the Parisian placed a far larger distance between herself and the scene of the disaster than she would have under ordinary circumstances.

No finer night, said Sutherland, could be desired than that of Sunday, April 14. The air was clear and the sea smooth and it was possible to see fifteen miles. Such was the state of the sea and the weather when the last communication was held between the Parisian and the Titanic, then in the vicinity of the Parisian, and it is only natural to suppose that and it is only natural to suppose that the Titanic was experiencing the same

for some time the Parisian had been communication with the Atlantic Trans port liner Mesaba, which was on her way to Boston from London and about fifty miles ahead of the Allan liner. An exceptionally large quantity of ice had been sighted. The Mesaba was flashing back to the Parisian reports of ice that she was passing and the Parisian in turn was passing them on to the Leyland liner Californian, bound from Manchester to Boston.

merous bergs with much clinically April 14 in latitude 41 degrees 59 minutes, longitude 49 degrees 41 minutes.

A British steamer ran into a big ice field on April 7 in latitude 42 degrees 55 minutes, longitude 49 degrees 2 minutes, She was compelled to make a detour of about two miles to the south.

The British steamer Sachiel took two.

The British steamer Sachiel took two wireless communication of interface in the results of ice that she was receiving from the Mesaba and Parisian. So was this endiess chain of viriless communication of interface in the results of the south.

minutes, longitude 49 degrees 2 minutes. She was compelled to make a detour of about two miles to the south. The British steamer Sachiel took two hours to pass a field of fourteen large icebergs on April 12 in latitude 45 degrees 13 minutes, longitude 49 degrees 49 minutes. The British steamer Niagara encountered a field of "at least several number of dred large and small icebergs," April 10 and 11 from latitude 44 degrees 39 minutes, to latitude 48 degrees 30 minutes, to latitude 48 degrees 30 minutes, to latitude 46 degrees 30 minutes, to latitude 45.57. Iongitude 49 degrees 20 minutes.

A British steamer reported that she was constantly in the ice from April 5 to April 9, from latitude 43.51, longitude 48.23, to latitude 45.57. Iongitude 48.23, to latitude 45.57. Iongitude 45.57. Iongitude 49.15 and the Carpathia and the Carpathia.

According to the chart showing the position of ice fields for the last ten years, referred to in the Navy Lepariment's statement, the ice is fir ther south at present 40, longitude 50. The furthest south previous to that time was in 1999, when it reached latitude 41, longitude 50. The furthest south previous to that time was in 1999, when it reached latitude 41, longitude 50. The furthest south previous to that time was in 1999, when it reached latitude 41, longitude 50. In 1907 it reached latitude 41, longitude 50. In 1907 it reached latitude 41, longitude 52. In 1901 it reached latitude 41, longitude 52. In 1901 it reached latitude 41, longitude 50. In 1907 it reached latitude 41,

he Titanic.
The Minna passed 150 miles north of the

WORD COMES FROM SURVIVORS.

ura. Edgar J. Meyer Safe-Perhapa Others Who Were in Missing List. At the office of Saks & Co., Sixth avenue and Thirty-third street, there was received yesterday a Marconi-gram from Halifax, supposed to have

pathia, telling of the safety of Mrs. Edgar Meyer, the daughter of the late Andrew Saks, who died last week. From the message it appeared that Mr. Meyer was lost. The message ran: "Leila safe. Well cared for. Edgar missing."

been relayed by wireless from the Car-

The name of Mrs. Meyer was not down

on the additional list of rescued given out at the White Star offices. When the saving of Mrs. Meyer was told to Mr. Franklin he said that he was very glad, for he thought it might indicate that there were other first class passengers of the Titanicaboard the Carpathia whose rescue

C. E. Henry Stengel sent a wireless message to Newark yesterday to the effect that he and his wife were safe on board the Carpathia. The message was received by his son Ivan, a member of the firm of Stengel & Rothschild, as

"Both on Carpathia. Have two automobiles to meet Carpathia. Have some survivors with us. urvivors with us. HENRY STENGEL."

Ivan Stengel said he believed his father HENRY STENGEL." was going to bring some of the survivors home with him. A telegram from Green

Bay, Wis., addressed to "Miss Daisy Minahan, survivor of the Titanic," has it is supposed that the Minahans are Frederick Myles of 266 Grove street. Jersey City, received yesterday a tele-

A wireless message transmitted from

Lewis Peak, 160 Rue St .-- Paris: *Safe on board Carpathia bound for

is that the Titanie struck at 19:20 Mount Vernon, received yesterday this wireless message, forwarded from Halifax by the land wire, from Mrs. Ernest Lines and her daughter, Miss Mary Lines: "Safe aboard the Carpathia." The names of the two Lineses appeared yesterday in the list of those saved from the Titanic. Mrs. Lines is the wife of Dr. Ernest Lines. She and her daughter are to visit Miss Lines in Mount Vernon. Dr. Lines is at home in Parisin home in Paris

ALLEGED DETAIL OF WRECK.

Says There Are Scores of Injured and Others Nearly Insane.

The Ecening Telegram last night printed what purported to be wireless news received from the Carpathia, but which was not transmitted to the Marconi offices or by the cruisers to Washington. This was the report which, contradicting the official "All well," says there are seven of injured on the Carpathia and others nearly insane:

Survivors say that after the crash the officers of the Titanic refused to believe that the vessel could sink and the first distress call was sent out as a precautionary measure. The menace soon became real and boats were crowded. Many were held back to keep from swamping the small craft. Many women were in evening gowns. Others were scantily clad. A choppy sea menaced the boats continually and drenched the passengers The temperature was at freezing. Each boat carried a crew of three or four men. The great majority of the others were women. Sliding back into the sea after the crash the Titanic buckled amidships. Shortly afterward the dynamos were flooded and the work of launching the boats proceeded in dense darkness. Almost all of the crew and all but 700 of the passengers were lost

From the Carpathia the cruiser Ches ter learned that the Titanic had been feeling her way for hours through a dense ice field and survivors said that the enormous iceberg which sent her to the bottom was right in front of her before it was sighted. It was too late to reverse engines and the Titanic struck the berg with tremendous force. Her bow was stove in and she rammed high on to the mass of ice and her bottom was ripped out as she slid back into the sea after the

"There are scores of injured on board "There are scores of injured on board the Carpathia and scores of other persons who are on the verge of insanity. Other scores are not yet aware they are widows or orphans, and the scenes aboard the vessel carrying the hundreds of refugees are indescribable. The Chester says that Col. John Jacob Astor, Benjamin Guggenheim and Isidor Straus are not on board the Carpathia."

Another Report That Hays Is Safe. HALIFAX, N. S., April 17 .- A new report has been received here of the rescue of C. M. Hays, president of the Grand Trunk Railway. He and his wife and daughter are with the other saved passengers on

There is no confirmation in New York

Operator Jack Phillips of the Titanic was a particular friend of his. He was only 24 years old. The cable ship Minna arrived here today. Her captain says that the wireless operator on board had received messages on Monday which told of the sinking of WIRELESS SAVES 2 **WIRELESS SAVES 200**

Earl Grey Wrecked Off Cape Bohn- S O S Brings Rescuing Ship.

PASSENGERS IN TERROR

Craft Badly Damaged and Filling Rapidly, Says Report, When Help Arrives.

HALIFAX, N. S., April 17.-Two hundred assengers on the steamer Earl Grey were scued from a fate similar to that of the passengers on the ill fated Titanic by the Government Steamer Mintou when the Grey went ashore to-day off Cape Bohn The passengers and crew were taken to Charlottetown, from which port the Earl Grey had sailed.

The passengers and crew owe their lives to the wireless apparatus installed on the steamer. The Earl Grey left Charlotte-sown. Prince Edward Island, early this morning in a dense fog. There was a heavy sea rolling, although there was no wind. When two miles west of Cape Bohn the vessel struck bottom. The passengers, most of whom were preparingfor the noonday meal, were terror stricken.

The engines were reversed and an effort was made to back the boat off the rocky ledge upon which she had become lodged It was found that the vessel was badly damaged and was taking water rapidly. The S OS message was flashed by wireess and picked up by the Governmen steamer Minto, which was anchored off Caribou Harbor at 11:50 A. M. The mea-sage said the Grey was in great danger of breaking up and that assistance was needed at once. The Minto hurried out to sea and late this afternoon flashed to the wireless station here that the pas-

Titanicaboard the Carpathia whose rescue had not been reported officially.

Benjamin Stern, general manager for the Henry B. Harris enterprises, received this wireless message last night from Mrs. Harris, who is named on the list of survivors on the Carpathia:

"Am safe. Praying that Harry has been ploked up by another steamer. Arriving Carpathia.

Rever."

C. E. Henry Stengel sent a wireless to the wireless station here that the pastern and given had been taken on board and that the Minto would proceed to Charlottetown with them. The Earl Grey may be a totallioss.

The Earl Grey was built in 1909 at Barrow in Furness, Great Britain, by Vickers, Sons & Maxim. This vessel is a twin screw steel steamer 250 feet long, 41.7 feet wide and 24.1 feet deep. Her tonnage is 2,357 gross and 930 net, with a displacement of 3,340 tons.

The vessel was designed for ice breaking and winter service in carrying pas-

ing and winter service in carrying pas-scingers and freight between Prince Edward Island and the mainland.

SLEEPLESS FROM WORRY.

Titante Sent to a Hospital.

Frederick Myles, a telegraph operator of 256 Grove street, Jersey City, was arrested yesterday afternoon for disorderly Hospital instead, where it was thought that he was suffering from loss of sleep been received at Mr. Stengel's house and and excitement. His father had salled and excitement. His father had salled on the Titanic and had not been reported in the list of those saved. The son had had no sleep since the first news of the disaster. He told the Magistrate that on Tuesday night he had received a teleggram from a sister in Cambridge, Mass.: "Papa sailed on Titanic. Safe on Carpathia. All well. Gertrude."

Myles was sent to the hospital. The passenger list has record of a Thomas Myles in the second cabin. He does not appear in the revised list of those saved.

Mauretania Comes in in Gloon The Mauretania, approaching this ports

sent this message in last night sympathy with the relatives of those similar resolutions. The collections for the seamen's charity are £175; no con-

Dies When Told of Disaster. BOISSEVAIN, Man., April 17 .- J. P. Alexander, a former member of the Provincial Parliament, dropped dead to-day

when told of the Titanic disaster. He was

certs: band silent.

Memorial Services in Jewish Temple

a sufferer from heart disease.

Special memorial services for all those who lost their lives in the sinking of the Titanic will be held in all the Jewish temples of this country on Saturday morning, according to Col. Benjamia Blumenthal, president of the Congregation Rodeph Sholom. Sixty-third street and Lexington avenue. The Rev. Dr. Rudolph Grossman of the temple has already prepared a special memorial address for Saturday morning.

Advertisement 9 JOHN DAVID Edited by Beamach

ASHION has turned a somersault within the last few years. It's no longer "smart" to be oldish and jaded and leaden-lidded and romantically "weary" (a la "best seller"). It's a fad and a fetich to "feel as young as you are or look as young as you can"-to be brisk-stepping and buoyant-tempered—to press the tip of your foil into the rib of Age and make it fall back.

Roelofs Soft Hats and Derbies are for young men and older men in whom the fires of youth are unquenchable I ou will like them, because of their rakish, rollicking air, which is the quintessence of present-day 'smart-ness'."

In vain you'll look for Roelofs Hats at the "old-man" shops, dozing in the armchair of "Long Age," You'll find them here only.

Made by Roclo's Derbies, \$3, \$4, \$7 Soft Hata, \$3 to \$20

